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TO : MEDTC
Attn: [REDACTED]

DATE : 6 October 1973

FROM : SCR PNH

REF. No. : SCR/PNH/3142

SUBJECT : Monthly Report - September 1973

During the month there were no significant changes in the operation. The Pechentong Maintenance continues to experience the old, old problems of man power shortages, which are due partly to improper utilization, there exists communication problems between departments, in that supply does not discuss their problems with maintenance and vice versa, the same holds true with Operations and Maintenance.

A definite improvement is required between the different Sections of the KAF, if they are to improve their overall capability.

The situation remains in that the Technical Assistants recommendations are not being followed thus prolonging the down time on the aircraft and equipment. There is a general air of unconcern that must be reversed. This is especially true in the middle, management levels.

With the reassignment of the key personnel in KAF Supply a noteworthy improvement is very much in evidence in that Section keep up the good work.

General

T-28 Section

The maintenance activities in the T-28 fighter and trainer squadrons have shown improvement during this reporting period. The operational daily sorties requirements have increased during the month and the maintenance squadron has been able to support this requirement thus far, maintenance problems encountered during this period is mostly on radios and electrical systems. Both radio and electrical advisors have been doing the trouble shooting to facilitate repairs to return aircraft to operational status in the shortest possible time. The radio and electrical mechanics assigned do not follow instructions or advice given by advisors in regards to trouble shooting of systems thus causing un-necessary delay in putting aircraft back to operational status. Of the total number of fighter aircraft assigned thirty three (33) are now at this station. One undergoing engine change, two awaiting for ferry to Thai-Lan for inspection, and one T-28B WORKS for an engine. The T-28 trainer availability remained the same as the previous reporting period. Of the total number assigned only five(5) are at this station, one awaiting engine, and four(4) available for utilization. With the additional mechanics assigned to the squadron who have just completed training at Udorn hopefully maintenance will improve.

T-28D 51-153656 crashed shortly after take off on the 28th due engine malfunction, exact cause of malfunction is not known at this time. Recovery of the aircraft was supervised by SCR and SAM. A UR Report will be submitted to overhaul facility to determine the exact malfunction. The results will be passed on when available.

Section II Training

<u>No of Students</u>	<u>Subject</u>	<u>Type of Training</u>	<u>Trng Hours</u>
3	Rudder trim cable replacement and rigging	OJT	4
6	Part identification and use of parts catalog	OJT	3

Section III Problems

1. Flooding of hangar causing work stoppage and excessive waste of manhours cleaning and disposing of water. Creates dangerous hazard for mechanics.
2. Fighter aircraft not being de-armed before taxiing in the parking ramp.
3. Immediate repair of taxiway is needed, one aircraft was damaged due poor condition of taxiway.
4. Bomb lift being used in the flight line not properly maintained, and operated. One T-28 was hit by bomb lift, Operator did not report, Pilot did not pre-flight and consequently after take off gear would not fully retract, fortunately the gear came back down on locked for a safe landing.

5. Ground support equipment like, power units and air compressor not sufficient to meet present requirements of flight line causing delay in repairs and or testing of system, aircraft systems most air compressors are rundown and without batteries and never have fuel. Many man/hours wasted in finding a battery that works than finding fuel for the unit.

Section IV Plan

1. Assist flight line maintenance officer in re-organization of the personnel assignment in the T-28 maintenance activity.
2. Improve bench stock requirements of flight line.
3. Initiate plan whereby old repairables are turned-in in a timely manner.

AU-24A Section

The activities in this section remained about the same as previous reporting date. Aircraft 72-1321 which started out as an engine change outstation is now reported to be substantially damaged due to hostile action, exact status of this aircraft is unknown to LMAF. Aircraft 72-1322 was damaged outstation during landing. The aircraft was ferried back to Pochontong, repaired, and released for operations. Aircraft 72-1333 that was in for major sheetmetal work is now MORS/G for radios and one trim actuator. Aircraft 72-1327 has finally been reassembled and is presently waiting for PCF. This aircraft has never flown since its arrival at Pochontong. Radios are giving more problems each day. Inoperative radios have been sent for repair and it appears there isn't any repair facility in the Southeast Asia that has the capability to do the job, most likely parts problems due to the communication system is more or less one of a kind.

The OIC in this Section remains very weak in supervision as previously reported.

AC/C-47 Section

The AC/C-47 program showed an improvement in all phases of operation and an increase of operational ready rate over last month and up to present due to stock level are not being monitored properly (two aircraft are still MORS/G for batteries).

Aircraft tail number 44-67548 engine modification and reconditioning of airframe has been completed.

Maintenance Control was advised earlier in this month to monitor aircraft flight times more closely with Operations to avoid bunching up aircraft input for Periodic Inspection. Several AC-47 aircraft were input at the same time for heavy services during this month.

One engine change was completed outstation due to broken stud on number 7 cylinder. Aircraft released for check flight, up to present aircraft still in Room with no exact status if the aircraft is operational or not.

OL-A/C-1D Section

~~this~~ sections overall performance improved during the month. Primary reason for this attributed to the LMAF Advisor assigned to this Section. Six new eliminated the MORS problem and increased the O/R Rate.

Three additional O-1B aircraft arrived, they were flown in from Saigon. Acceptance inspection were completed and aircraft released for operations. O-1B 57-2887 was damaged when it collided with one T-28 on the taxiway. Engine, propeller and one wing substantially damaged. Work on this aircraft was delayed, because three O-1B aircraft were input into Periodic Inspection at same time.

O-1B carburetors and fuel pumps drawn from Supply have been found to be leaking when installed. Primary cause of this problem is that the self life of these components are expired. Action has been taken to return all of these over self life components back for repair.

Heavy Maintenance Section

Overall production increased in this Section during the month, however, the CIC remains very weak in supervision and decision making.

Carried forward from previous month was the temporary repair of C-47 45-1116 repairs were completed and aircraft has been ferried to Thai-Am for permanent repair.

IRAN and CBD repairs were completed on O-1B 55-4662 and 57-2945. These aircraft were test flown and released to operations. CBD repair on O-1B 57-2895 now in progress, completion will depend on the arrival of engine mounts.

C-47 44-67548 engine conversion from R-1820-92 to R-1820-90D was completed, work still in progress due minor discrepancies after run-up.

The T-41 aircraft fuselage jig arrived from Udorn. Hopefully, C-47 No. 960 will be moved out of hangar No. 2 and then the jig can be set up and put into operation to begin repair of the T-41 Trainers.

Sheetmetal and Associated Shops

Sheetmetal Shop remained very busy during the month. A total of eight (8) different types of aircraft were damaged by hostile fire. Repairs were completed and aircraft returned to service. Two (2) O-1B wings that were substantially damaged are presently undergoing repair, some problems are being encountered due lack of proper gage sheetmetal and special tools. These has been requested by the Advisors by 1150's.

Shop improvements are very slow, however, did manage to install a new 75 ton hydraulic press and two hardware storing racks were manufactured. Two (2) each C-47 engine stands were converted for use for C-123 2800 engines, this had to be done to prevent work stoppage on C-123K 56-8387 due to the R2800 engine stands have not been received.

Plans for shop improvements and special projects are as follows:

1. Prepare T-41 aircraft jig for use.
2. Clean and repaint all shop equipments with standard color paint.
3. Renovation of tool crib.
4. ~~Installation~~ of fire extinguishers.
5. Manufacture special tool for removing seized screws in aircraft inspection panels and C-123K metal floor boards.

C-123K Section

Another aircraft was added this month to the C-123K fleet that increased the present number to four (4) airplanes. Aircraft C-123K No. 55-4566 departed to Thai-Am to under Phase 1 Inspection and is expected to return early October.

The second group of KAF trainees, upon completion of their C-123K training, arrived at Pochontong this increased the number of ground personnel from 27 to 54. The new graduates have very poor practical experience and technical know-how, which requires constant and close supervision.

The first two months of the C-123K operation was plagued with numerous problems with both the powerplants and aircraft systems. The major problem being encountered is the late arrival of our parts support. We were forced to cannibalize parts from one aircraft to support the other aircraft. This procedure has made serious effects on our Operational Ready (O/R) rate.

Armament Section.

The increase of T-28D sorties have put the Armament Section under real pressure. Eight (8) new Armament mechanics that graduated from Bataanbang Technical School were assigned to this section on 1 September 1973. Their training consisted of all classroom instruction with no OJT so for all practical purposes these mechanics contributed little or nothing to this section during the month. Electrical problems on gun system are increasing each month. Step should be initiated to set up a training school for electrical portions of the gun system.

Major problems in this section are as follows:

1. Improper storage of rocket launcher pods (pods are removed from aircraft and are stocked on a pile in any vacant area available). The tubes are not being cleaned prior to be put into storage plus tubes are cleaned during use. Majority of rocket tubes in use and not in use are corroded badly, this reduces their life expectancy by 50%. Steps should be taken to enforce proper cleaning method.
2. Improper arming and de-arming of T-28D aircraft (one USAF T-39 sustained major damage to the engine caused by two each 50 cal. rounds being discharged from a parked T-28D).
3. Stock Levels for gun system are not established (XM 197 gun system on the AU-24A aircraft is experiencing real problems in this area now).
4. Inexperienced bomb loader operators (one T-28 sustained major damage to right hand landing gear due to this problem).
5. Lack of KAF leadership and supervision (appears as if there is no KAF OIC in this Section now).

Airborne Radio Section

Conversion of radio equipment configuration on C-4A No. 51-12701 similar to C-1D system was completed. C-4A No. 51-11984 modification is in progress.

Assist radio line services in the trouble shooting of following aircraft:

1. T-28D No. 51-3714 - Found VHF tail cap antenna connector disconnected after from Thai-Am.
2. T-28D No. 51-3527 - Found Identification/Position relays No. 1 and 2 wiring not duplicating figure 10-41A of T.O. IT-28D-2 page 10-65, AM/APX-6 Identification Radar System T-28D airplanes mod. sequence No. 128 through 131 and T-28D-5 airplanes.
3. C-123K, 56-4387 - Defective HF antenna coupler - bench repaired.
4. C-123K, 55-4566 - All radios and interphones inoperative.
5. AU-24A, 72-1320 - Tacan inoperative - burn-out P7 connector on RT-471/43N-65 and defective AM-6015/A amplifier.
6. Y-28N, 55-138366 - Defective interphone control box - bench repaired.

Assist in expediting Communication/Navigation equipment on AU-24 No. 72-1327 in order to release aircraft for test flight (this aircraft has never flown in Cambodia).

Except for the Frequency Meter, FH-380/U, S/N 267, all the test equipment sent for calibration has arrived from Udorn. The next fifteen (15) items listed on the Master Inventory Scheduled by PMEL/UTH are already prepared.

Shop service records ending 27 September 1973:

Input - 27 units, Output - 212 units, MRTS/REPAIR Support - 42 units
Reparables/AMP on hand - 54 units.

Four (4) new mechanics were added for shop repair and maintenance this month. All of them has undergone the C-123 COMM/NAV training at Bangkok.

Problems

Several discrepancies are being noted on different aircraft after their arrival from service at Thai-Am. Recommend that Maintenance Control set up a procedure wherein all departments involved in each aircraft systems be notified to perform an acceptance check by using a checklist applicable to each type of aircraft. This may not only help in the aircraft O/R rate, but also correct such discrepancies through feedback.

Plan

1. Modification of VHF AM/ARC-3 to Wilcox 807A and installation of FM AM/ARC-131 on C-47 No. 43-16254.
2. Modification of all communication equipment on GCA C-47 aircraft No. 42-23732, 42-92292, 44-67548 and 44-76765.

Aircraft Ground Equipment Section

During the month AGE Shop has been loaded to full capacity with many jobs. Ring jobs, clutch transmissions, assembly of new equipments. Still on the pending list are three forklifts, one which the engine is on hand ready for installation, while two others are on order pending the arrival of said items.

Training

<u>No. Of Students</u>	<u>Subject</u>	<u>Total Hrs</u>	<u>Kind Of Training</u>
5	Brake adjustment procedure	5	Actual
3	Axle bearing adjustment	5	Actual
5	Removal & Installation of Hubs	5	Actual
5	English Conversation	5	Actual
8	Care & Proper Use of Tools	5	Oral
5	Safety Work Procedures	5	Oral & Actual

Problems

AGE has long been in need of working space which I hop will be remedied in a short period of time. Working condition is at its worst now that the monsoon season has started. We hope to have protective canvas for all equipment, but it appears doubtful at this time.

Plans

Plans for building a supply room is under-way and will soon follow the removal of the present office and consequently the building of a toilet commode and shower.

Plan is also on hand to built a spark plug tester from scrap material with pressure equivalent to cylinders of engines in use.

Plan to remove all equipment which is foreign made and U.S. origin equipment which is beyond economical repair

Engine Build Up Section

September proved to be a very productive month for the engine build-up shop. A large volume of work assignments were completed, however, the man-power shortage still exists and effects the overall production considerable.

on temporary assignment to EBU, supervised the completion of our first J85 C-123 Jet engine build-up, and is now involved in the build-up of our first C-123 R-2800 engine. The time factor involved in the build-up of these engines was considerable, but should be improved upon in the future, as more experience is gained on these type engines.

The C-47 engine modification program is progressing smoothly, with the engine and prop installation completed on aircraft 44-67548. Two more C-47 engines for 292 are nearing completion, and should be available the first of next month.

C-1D engines were received from overhaul the first of September and two have been build up as of this date. Future build-ups are now awaiting mount assemblies which were returned to overhaul for crash damage repair.

T-28 engines are not expected to arrive from overhaul until late next month, however, no pre-mature failures were experienced to date and the last spare T-28 engine was installed on aircraft number 839 which is being released from heavy services.

The EBU tool crib was completed this month, and a limited amount of bench stock was secured and made available in the proper bins and storage locations. Many areas still require improvement and the available man-power should be increased to handle the added workload, as noted in previous memos and monthly reports.

POL Section

During the reporting period, 8 out of the 11 refuellers truck are in commission, one for engine change, another for engine repair/re-wiring and the third is presently deadline for numerous parts. In spite of having only one mechanic being assigned in this section, the operational rate of the refuelling trucks is above average compared to the past availability.

We received 10 each 12 volt batteries this month, however, 3 were damaged possibly due to shipment.

We received 3 each alternators from KAF Motor Pool, one was inoperative. Two of these alternators were installed and we still need one more to be installed on Truck No. 50545. An 1150 was filled up and submitted to KAF Supply.

Three trucks were provided with new batteries. LAD II oil tanks were provided with nozzles and hoses were changed. Two oil tanks which were deadline for pumps have been removed and overhauled, cleaned and painted, now pending man-power for installation. Two hose reels were locally fabricated and were installed. Hose reels will be provided on all refuelling trucks to prevent damage to the hoses.

The major problem in this section is the inadequate number of truck mechanics as stated in my two previous reports, request additional mechanics be assigned to this Section.

This Section continues to experience low priority even though it is a very important Section. If action is not taken in near future to organize this section and give support, we will soon be pumping AVGAS and JP-4 from drums.

AES/Instrument Section

The first two weeks on the Base was spent with familiarization of the KAF personnel and their equipments. It was noted that they have various types of equipment ranging from American, French and Russian to German. American made equipment is no problem but other foreign made equipment will take time to get familiar as to their functions and methods of repair.

In the past two weeks, we have encountered numerous electrical and instrument problems on C-128K aircraft. Due to the inadequate number of experienced mechanics to this particular aircraft, constant and close supervision is highly needed. This is the same case with C47, Y28 and C-1D aircraft. Lack of proper training and poor supervision on the part of the officers is the main problem in this area.

C-123K Jet Engine (J85) wiring mock up was completed within this month inspite of the limited man-power. E2800 engine wiring removal is now in progress.

Formall classroom training is being handled by KAF Training Center. On the Job Training (OJT) on C-123K aircraft trouble shooting is being conducted on a daily basis.

Major problem being encountered in the shop is the language barrier. Had to request help of an interpreter most of the time to explain what has to be done.

Inadequate tooling and special equipment is another problem. Hopefully, the tools and special equipment which were ordered in the past will be made available soon to make this section productive.

The personnel who were assigned to the respective squadrons must be returned to the control of the shop. The squadrons flight line requirements should be handled on a daily assignment basis with shop as backup.

Training Section

During the month of September, 4 new courses were conducted aside from those courses in progress. These were Shop Mathematics, Air Force Technical Order System, Handtools and Aircraft Hardware. The output is rather low due to the limited number of students available for each course.

The On The Job Training for the ESOT/15 students was completed 24 September: 8 for Armament, 1 for Electrical/Instrument, and 1 for Radio. They were released from the Training Section after 4 weeks of intensive OJT and assigned permanently with their respective sections.

As usual, English classes I & II are being conducted 4 hours daily, Mondays thru Fridays, but student numbers are gradually decreasing due to detail of some to out country training.

The preparation of a Master Test File had been started with about 35 test question duly edited and typed on question cards. The purpose of this file is to provide a standard testing system and at the same time help the Instructors in as much they have very limited capability in the preparation of good test questions.

Training records and reports were likewise prepared after completion of each course. Aside from this, a list of student's names are also entered in a Training Log Book for future references in case some records get lost.

A Master Schedule for training activities for 1974 was started 24 September. A list of courses for each maintenance section, by priority, was submitted by each Advisor. The list was consolidated and will be scheduled for the next year reflecting pertinent data such as inclusive dates, time of instruction, length of course, room number, etc.

Training Accomplished

<u>No. Of Student</u>	<u>Subject</u>	<u>Training Hours</u>	<u>Type of Training</u>
12	English, Class I	280	Classroom/OJT
15	English, Class II	258	Classroom/OJT
7	Air Force T.O. System	152	Classroom
8	Armament	1,008	OJT
1	Electrical/Instrument	126	OJT

<u>Number Of Students</u>	<u>Subject</u>	<u>Training Hours</u>	<u>Type of Training</u>
1	Radio	64	OJT
10	Shop Mathematics	304	Classroom
4	Handtools	112	Classroom/OJT
10	Aircraft Hardware	60	Classroom

Problems

Training section is badly in need of a typewriter and ditto machine. Lack of these equipment had caused a considerable delay in the preparation of reports, training records, student's tests, and attendance rosters.

Instructor morale is very low. So far, no instructor had been detailed for out of country training inspite of the acquisition of new types of aircraft. Next year a lot courses for the C-123K aircraft will be conducted and no instructor at training is presently qualified to teach these subjects.

The return of the Assistant Training Control Officer [REDACTED] from Thailand last 12 September has improved the discipline of some instructors and students a little, however, a lot more is desired due to the laxity of some members of the training staff. Very often, classes are conducted late, because some instructors detailed to teach do not arrive punctually as expected. This poor practice has often caused the over-shooting of the number of hours required for a certain subject.

Plans

1. To finish the preparation of the master training schedule for 1974 as soon as as possible.
2. To continue making the master test file.
3. To start as many new courses as possible depending upon the capability of the maintenance sections to supply enough students.

Supply Section

Activity continues at a high pace in all areas of supply. A continued influx of C-123K parts along with the stock relocation program places a heavy burden in receiving and warehousing sections.

The stock relocation effort, although a long term program is progressing well and better than expected at the on start. Continued emphasis will be placed on the program. Relocation of most all tooling to warehouse five has taken place, and a physical inventory should begin during the next 30 days on these items.

A new Chief Of Supply was assigned during the month although new and inexperienced to this type of supply activity, previous COMUS training in Supply Management is of obvious benefit in this new assignment. Initial impressions are, that he is extremely conscientious, receptive to suggestions and is thorough in investigation of problem areas. In short, it appears that the best available leadership has been assigned. However, due to numerous problems, because of previous neglect, corrective actions to allow for increased efficiency will continue to be extremely slow due to inexperienced personnel and lack of strong, on the spot supervisor.

Parts shortages continue to exist affecting C-123K support. Requisitions input seem to be filled with fairly short lead times. Primary causes of many shortages have been found due to insufficient or no stock levels recommended by ICSI's provided based on VNAF records. Many critical items were not listed in the ICSI and only by way of a maintenance need has this become apparent.

Funding was finally received to allow for additional requisitioning of new AGX and tooling requirements for C-123K as well as other commodities for which requisitioning was delayed for several weeks.

Still a problem which is seriously affecting stock objectives and has resulted in NOES/G requirements is that of BP requisition cancellations. Non-receipt of replenishment exhausts shelfstock and requires resubmission of requisitions losing available lead time. During the past month approximately 250 BP cancellations were received. This bogs down the program intensively.

Shipment of reparable parts for repair and return and CONUS returns has greatly improved with speedier processing than ever before. Periodic cleaning up of repairables in shop areas for turn-in to supply is necessary from time to time as KAF maintenance personnel seem to attach very little importance to non-serviceable parts.

KAF headquarters recently and for the first time seems to be taking a greater interest in supply problems with increased visits to the working areas. It is felt that they now are willing to recognize that problems do exist to the extent reported numerous times in the past. This interest is believed to be partially due to a key assignment change at headquarters along with the new Chief Of Supply reporting problems as they really exist. Primary concern is facilities storage to allow for added safeguarding of materials during night duty hours.

Maintenance Control Section

Much improvements has been noted to the Maintenance Control and Aircraft Records Sections during the month of September 1973.

[REDACTED] was transferred from Maintenance Control to KAF Flight Operations. [REDACTED] took over as the Maintenance Control Officer.

During his brief transfer to this section [REDACTED] has shown much interest in improving the appearance of the office as well as the system of Maintenance Control procedures. Organizational chart for the Maintenance Control and Records Section has been locally manufactured. Aircraft status boards were changed to a more improve and concised aircraft information. Filing cabinets and overall office furnitures were re-arranged, additional lighting fixtures was added in the Records section and an air conditioner was installed in the office.

The change of management in this section was a big morale booster to the Maintenance Control personnel. They seems to work harder and have shown renewed interest and willingness to do their assigned job.

Discussion with the new Maintenance Control Officer was made regarding the following subjects:

1. To review the present staffing of the Maintenance Control and Records Section for proper utilization of personnel.
2. The use of aircraft work procedure sheets to all KAF aircraft. It was decided by the KAF Chief Of Maintenance and the new Maintenance Control Officer that soon as the KAF Quality Control Section moved to their new location, these work procedure sheets will be handled by their section.
3. The use of the Air Force Form 781 series on KAF aircraft. Request the KAF Training Center to open a course on this subject for all concern. The course has already been written [REDACTED]
4. Communications - This has been the major problem of the KAF Maintenance Control Section ever since. Presently, we have two battery field type telephone system, one directly to KAF main switch board and the other to the C47 hangar. To provide an efficient and accurate aircraft status, adequate and reliable communications between shops, squadrons, Operations, etc should be installed. A intercom would be ideal until the telephone switchboard is improved to allow full communications.

Further discussion with the new Maintenance Control Officer, it was pointed out that the system of Maintenance Control presently being used by DET. 1 at Udorn, Thailand be utilized in the KAF. It is recommended [REDACTED] MNT CTL Advisor spend a few days familiarization trip to DET 1, Udorn for this purpose. This request was forwarded and now pending approval by the higher echelon.

Original Signed By:
E.J. Griffis
E.J. Griffis

cc: AGO UTH via MEMTC
MEMTC Training Section
AVP BRK (2) ✓
PRES TPE
CA & CR UTH
File